

HB

72

HOUSE COMMITTEE REP

(7)

Date Referred: January 24, 1991

FURTHER REFERRALS:

Resources

Date of Committee Action: 2/28/91

The TRANSPORTATION Committee considered:

HB 72

HOUSE BILL NO. 72

TRANSPORTER LICENSE; CHARTER BOATS EXEMPT

"An Act amending the definition of transportation services to exempt operators of certain watercraft from the transporter license requirement; and providing for an effective date."

RECOMMENDATIONS:

be replaced with CS HB 72 (Transportation) [ ] the same title [x] a new title

[ ] have attached amendments(s)

[x] do pass

[ ] do not pass

[ ] no recommendations

[ ] individual recommendations

[ ] additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept)

APPROVES PREVIOUS: (Dept/Date)

[x] fiscal impact D. F + G

[ ] fiscal note(s)

[ ] zero fiscal note

[ ] zero fiscal note(s)

SIGNING DO PASS:

SIGNING OTHER RECOMMENDATIONS:

	Check appropriate column:	Do Not Pass	No Rec	Amend
Lane Kuchina	Ron D. Lewan		✓	
Gail Phillips				
Jerry Mark II				
Richard Foley				

Richard Foley  
Chairman's Signature

FISCAL NOTE

STATE OF ALASKA  
1991 LEGISLATIVE SESSION

BILL NO. CSHB 72 (TRA)

Revision Date: \_\_\_\_\_ Department Affected: Commerce & Economic Dev.  
 Title: An Act relating to the fee for BRU: Occupational Licensing  
a transporter license. . . . Component: Administration  
 Sponsor: House Transportation  
 Requestor: House Transportation COMPONENT SERIAL NO. 

0	3	5	6
---	---	---	---

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING						

CAPITAL						
---------	--	--	--	--	--	--

REVENUE	[11.9]	[11.9]	[11.9]	[11.9]	[11.9]	[11.9]
---------	--------	--------	--------	--------	--------	--------

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: None

ANALYSIS: (Attach a separate page if necessary.)  
 There are currently 59 charter boat operators licensed as transporters. Each licensee is required to pay an annual license fee of \$150, and a commercial use permit fee of \$100; for a total annual fee of \$250 per licensee. Since we do not know the number of watercraft operators who will claim to transport big game as an incidental part

Prepared By: Jennifer Strickler, Admin. Officer Phone: 465-2144  
 Division: Occupational Licensing Date: April 2, 1991  
 Approved by Commissioner: Glenn A. Olds *[Signature]* ASST COMSR  
 Agency: Commerce and Economic Development Date: 4-2-91

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

CONTINUATION OF FISCAL NOTE ANALYSIS

CSHB 72 (TRA)

of their business upon passage of the bill, this fiscal note is based on the assumption that the 59 licensees may seek exemption and therefore result in the loss of revenue from application fees in the amount of \$8.9 (59 x \$150). Since Section 2 also reduces the amount of the commercial use permit fee to 50 percent, an additional revenue reduction of \$3.0 (59 x \$50) will also occur.

In summary, the total reduction in revenue to the State will total \$11.9.

Note: Under CSHB 72 (TRA), licenses for watercraft operators who transport as an incidental part of their business would be issued free of charge. The Commercial Use Permit fee collected by the Division of Occupational Licensing is accounted for separately by statute, and may be appropriated by the Legislature to the Department of Fish and Game, and the Department of Public Safety.

**FISCAL NOTE**

**STATE OF ALASKA**  
**1991 LEGISLATIVE SESSION**

**BILL NO. CSHB 72 (Trans)**  
 (proposed)

Revision Date: 2/27/91 Department Affected: Fish and Game  
 Title: Transporter License: Charter BRU: Div. of Wildlife Conservation  
boats exempt Component: Wildlife Conservation  
 Sponsor: Representative Kubina  
 Requestor: \_\_\_\_\_ COMPONENT SERIAL NO. 

	4	7	3
--	---	---	---

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS. CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	0	0	0	0	0	0
<b>CAPITAL</b>	0	0	0	0	0	0
<b>REVENUE</b>	(2.9)	(2.9)	(2.9)	(2.9)	(2.9)	(2.9)

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year impact: No FY 91 impact.

**ANALYSIS: (Attach a separate page if necessary.)**

Commercial use permit fees may be used for enforcement purposes by the department and Fish and Wildlife Protection (Public Safety). This fee would be reduced by 50% for the 59 licensees who currently pay a fee of \$100.  
 Annual loss = 59 x \$50 = \$2,900

Prepared By: Phil Koehl Phone: 465-4190  
 Division: Wildlife Conservation Date: 2/27/91

Approved by Commissioner: \_\_\_\_\_  
 Agency: Department of Fish and Game Date: \_\_\_\_\_

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

**FISCAL NOTE**

**STATE OF ALASKA**  
**1991 LEGISLATIVE SESSION**

**BILL NO.** HB 72

Revision Date: \_\_\_\_\_ Department Affected: Commerce & Economic Development  
 Title: An Act amending the definition of transportation services to exempt operators of certain watercraft from Transportation License. BRU: Occupational Licensing  
 Sponsor: Representative Kubina Component: \_\_\_\_\_  
 Requestor: \_\_\_\_\_ COMPONENT SERIAL NO. 

	3	5	6
--	---	---	---

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>						

CAPITAL						
---------	--	--	--	--	--	--

REVENUE	(14.8)	(14.8)	(14.8)	(14.8)	(14.8)	(14.8)
---------	--------	--------	--------	--------	--------	--------

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>						

POSITIONS:

FULL-TIME						
FART-TIME						
TEMPORARY						

Estimate of current year impact: \_\_\_\_\_

**ANALYSIS: (Attach a separate page if necessary.)**  
 This bill would exempt current licensees from future licenses. We currently have 59 licensees who pay the \$150 annual license fee and \$100 Commercial Use Permit fee. (\$250 total annual fee.)  $59 \times \$250 = \$14,750$

Prepared By: Barbara Gabier, Licensing Supervisor Phone: 465-3262  
 Division: Occupational Licensing Date: February 5, 1991  
 Approved by Commissioner: Glenn A. Olds   
 Agency: Department of Commerce and Economic Development Date: February 5, 1991

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies)

# Alaska State Legislature



Chairman  
State Affairs  
Committee  
  
Legislative Council  
  
Transportation  
Committee

Representative Eugene Kubina

During Session:  
State Capitol  
P.O. Box V  
Juneau, Alaska 99811  
(907) 465-4859

During Interim:  
P.O. Box 2463  
Valdez, Alaska 99686  
(907) 835-2111

## SPONSOR STATEMENT

**Sponsor:** Representative Gene Kubina

**Subject:** HB 72 - Charter boat operator exemption  
from transporter license

**Date:** February 1, 1991

-----

HB 72 is intended to correct a redundant licensing situation involving charter boat operators. The current law, AS 08.54.590(13), requires charter boat operators, among other transport groups, to obtain a transporter license. Charter boat operators who carry passengers for hire must currently license their boats with the Coast Guard.

HB 72 will amend said law to exempt charter boat operators from having to acquire the transporter license. This redundant licensing places a significant financial burden on the charter boat operator engaged in a minimal amount of hunter/game transport trips per year.

Aside from the issue of revenue procurement, another goal of the transporter license is information collection. Any relevant data could be readily collected through the guides and hunters themselves, who are obligated under current state law to provide hunt/game statistics and information.

— DISTRICT SIX —

• Chenega Bay • Chitina • Cooper Landing • Cordova • Hope • Moose Pass • Seward • Tatitlek • Valdez • Whittier •



A M E N D M E N T

OFFERED IN THE HOUSE  
TO: HB 72

BY REPRESENTATIVE KUBINA

Page 1, line 9, through Page 2, line 3:

Delete all material.

Insert the following material to read:

"(A) on nonstop flights between state or federally maintained airports; or  
(B) by an air taxi operator, [OR] air carrier, or United States Coast  
Guard licensed boat operator, for which the carriage of big game hunters, their  
equipment, or big game animals harvested by hunters is only an incidental, as defined by  
the board, portion of its business; "

Renumber the following bill section accordingly.

*Steve Pedersen*

HB 72: An Act amending the definition of transportation services to exempt operators of certain watercraft from the transporter license requirement.

The Department of Commerce and Economic Development opposes passage of HB 72.

In the 1988 Owsichuk decision, the Alaska Supreme Court interpreted the common use clause in the Alaska Constitution. In part, the court said that in development of wildlife law, the clause "constitutionalized" the state's public trust duty toward wildlife. This is a duty to manage these resources for the benefit of all the people. In 1989 a legislative task force on guiding and game made recommendations to the Legislature regarding commercial uses and users of big game. The task force recommendations included licensing of three groups to encompass all the commercial users of big game: Guide Outfitters, Transporters and Commercial Use Permit Holders.

Currently of the 174 licensed transporters, 59 transporters are boat charter operators. These operators are required to be licensed and their watercraft is identified by a transporter decal issued by this department. HB 72 would eliminate all licensing and control over this group of users of game resource. It would eliminate the monetary return to the state for the use of the resource as well as hamper enforcement activities in identifying legal operations versus unlicensed guiding or outfitting.

*Glenn A. Olds* (Spec Asst)

Glenn A. Olds, Commissioner

Date: 2/6/91

GAO/cw1221d  
020591a



**STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
BILL ANALYSIS**

DEPARTMENT Fish and Game	DIVISION Wildlife Conservation	BILL NUMBER HB 72	SPONSOR Rep. Kubina
SHORT TITLE OF BILL Exempt Watercraft from Transporter License Requirements			
DEPARTMENT POSITION  Oppose			
PREPARED BY W. Lewis Pamplin, Jr.	DATE 02/06/91	COMMISSIONER'S SIGNATURE <i>William D. Kelly</i>	DATE 2 6 91

**SUMMARY**

OTHER AGENCIES AFFECTED BY BILL Fish and Wildlife Protection Commerce and Economic Development	CONSTITUENT GROUPS AFFECTED BY BILL Transporters
ORGANIZATIONAL SUPPORT FOR BILL Unknown	ORGANIZATIONAL OPPOSITION TO BILL Unknown

FISCAL IMPACT:       NONE       FISCAL NOTE ATTACHED

**BACKGROUND/LEGISLATIVE INTENT**  
House Bill 72 would exempt "watercraft licensed by the United States Coast Guard to carry passengers for hire" from the definition of transportation services regulated by the Big Game Commercial Services Board.

**ANALYSIS OF BILL/PROGRAM EFFECTS**  
According to the Department of Commerce and Economic Development, 59 licensed boat transporters paid \$5,900 in commercial use permit fees (\$100 each) and \$8,850 in transporter license fees (\$150 each) for a total of \$14,750 in 1990. These funds can be used by the department and Fish and Wildlife Protection.

The Legislative Task Force on Guiding and Game held numerous meetings, conducted surveys, and received many public comments in 1988 to analyze problems in commercial uses of big game and recommend ways to alleviate the problems. After reviewing extensive information, the Task Force recommended in its report to the Legislature that the state should regulate all commercial providers of transportation to big game hunters, regardless of the type of conveyance used.

The Task Force based its opinion on these reasons:

- Consistent and stable regulations affecting commercial use of Alaska's wildlife are needed to ensure the health of big game resources. (continued)

**AMENDMENTS PROPOSED**

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS

ANALYSIS OF BILL/PROGRAM EFFECTS CONTINUED.

- Appropriate regulations are needed to ensure the safety of transporters' clients and the quality of services provided to them. Thus the requirements for licensure by the U.S. Coast Guard, identification decals on boats used, and provision of disciplinary actions against transporters engaged in unethical, unsafe activities, or of law violations.
- All commercial operators profiting from uses of publicly owned resources should contribute financially to the costs of managing and protecting the resources. In the case of boat transporters, this is achieved through payment of the licensing and commercial use fees. These fees are important as revenue resources to the state agencies exercising responsibility for big game management and enforcement.
- Commercial transportation providers can concentrate hunting effort in specific locations and adversely impact local game populations. Knowledge of where commercial transporters are located and operating is useful in game management decisions and law enforcement efforts. As part of the regulations concerning transporters, the annual report they must submit helps provide more complete information on hunter distribution, effort, and harvest data.
- Landowners that permit big game hunting on their lands are experiencing steadily increasing problems with trespass by unpermitted hunters brought to their lands by boats. Many of these boats are operating as commercial transporters but deny the fact. These trespasses by boat transporters and their hunter-clients may induce landowners to deny all hunting privileges to hunters from outside the area. Many landowners have asked that boat transporters be qualified and licensed, and that their boats be identified as commercial hunting transporters with easily recognized license numbers.

PAX NAME + TYPE INT?

**FISCAL NOTE**

**STATE OF ALASKA**  
**1991 LEGISLATIVE SESSION**

BILL NO. HB 72

Revision Date: 2/6/91 Department Affected: Fish and Game  
 Title: Exempt Watercraft from Trans- BRU: Division of Wildlife Conservation  
porter License Requirements Component: Wildlife Conservation  
 Sponsor: Rep. Kubina  
 Requestor: \_\_\_\_\_ COMPONENT SERIAL NO. 

	4	7	3
--	---	---	---

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES	0					
TRAVEL	0					
CONTRACTUAL	0					
SUPPLIES	0					
EQUIPMENT	0					
LAND & STRUCTURES	0					
GRANTS, CLAIMS	0					
MISCELLANEOUS	0					
<b>TOTAL OPERATING</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAPITAL	0	0	0	0	0	0
---------	---	---	---	---	---	---

REVENUE	(\$5.9)	(\$6.0)	(\$6.0)	(\$6.0)	(\$6.0)	(\$6.0)
---------	---------	---------	---------	---------	---------	---------

FUNDING: (Thousands of Dollars)

GENERAL FUND	0					
FEDERAL FUNDS	0					
OTHER	0					
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year impact: No FY 91 impact

**ANALYSIS: (Attach a separate page if necessary.)**  
 This fiscal note reflects total potential loss of enforcement funding to the department and/or Division of Fish and Wildlife Protection in the Department of Public Safety. Total fiscal impact of this bill is described in the fiscal note prepared by Dept. of Commerce and Economic Development.

Prepared By: W. Lewis Pamplin, Jr. Phone: 907-262-2232  
 Division: Wildlife Conservation Date: 02/06/91  
 Approved by Commissioner: *W. Lewis Pamplin, Jr.*  
 Agency: Fish and Game Date: 2/6/91

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

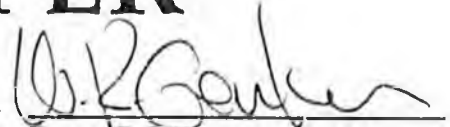


*Department of Transportation  
and Public Facilities*

# POSITION PAPER

BILL NO: HB 119

APPROVED:

  
Frank G. Turpin, Commissioner

TITLE: An act making an appropriation for the local service roads and trails program; and providing for an effective date.

DATE: February 25, 1991

We fully support and endorse this bill as it fosters improvements to transportation on a highly cost effective basis.

The LSR&T program has proven a very effective mechanism for achieving cost effective transportation projects throughout Alaska. It is particularly effective in rural communities where needs can be served by simple practical projects unencumbered by the costly standards associated with department projects built under federal-aid requirements.

The current LSR&T program is inactive as all previous appropriations have been expended. The last appropriation was made as part of the FY '89 Jobs Bill program.

In rural projects, the construction is usually undertaken on a force account basis with nearly 100% local hire. Substantial opportunity for training and skill development occurs as a natural side benefit of these efforts. Projects typically range from gravel roads and small bridges to board walks to trail markers and emergency shelters. The department maintains a small fleet of trucks and earth moving equipment which is used to assist on larger projects of this nature.

In grants made to larger communities under the LSR&T program the projects are typically bid construction and are built to the standards adopted by the community. Typical projects include recreation trails and road development of various kinds.

**ALASKA ROUTES INCLUDED IN THE  
FEDERAL HIGHWAY ADMINISTRATION'S (FHWA) PRELIMINARY  
HIGHWAYS OF NATIONAL SIGNIFICANCE (HNS)  
February 26, 1991**

**INTERSTATE ROUTES**

Alaska Highway	Alaska Border to Richardson Hwy. at Delta Junction
Tok Cutoff	Alaska Hwy. at Tok to Richardson Hwy. at Glenallen
Glenn Highway	Richardson Hwy. at Glennallen to Seward Hwy. at Anchorage
Richardson Highway	Alaska Hwy. at Delta Junction to Parks Hwy. at Fairbanks
Parks Highway	Richardson Hwy. at Fairbanks to Glenn Hwy. at Palmer
Seward Highway	Glenn Hwy. at Anchorage to junction with Sterling Hwy.
Sterling Highway	Seward Highway junction to Kenai Spur Rd.

**PRIMARY ROUTES**

Seward Highway	Sterling Hwy. junction to Seward
Richardson Highway	Alaska Hwy. at Delta Junction to Valdez

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

WALTER J. HICKEL, GOVERNOR

P.O. BOX 2  
JUNEAU, ALASKA 99811-2500  
PHONE (907) 465-3900

January 2, 1991

Mr. Robert E. Ruby  
Division Administrator  
Federal Highway Administration  
P.O. Box 21648  
Juneau, AK 99802-1648

Dear Mr. Ruby:

We have been asked to provide comments on the "Illustrative" Highways of National Significance (HNS) by January 9, 1991. In general, we would refer to the earlier comments we provided to you and Administrator Larson on September 13 and September 14, respectively. In particular, we remain concerned that goals, objectives and corresponding criteria for this exercise remain nebulous and ill-defined. The themes of Access America and connectivity are helpful, but do not answer these concerns. Fundamentally, we seek a broader commitment from the federal government to highways in rural America.

#### Access America (Juneau, Ketchikan, Kodiak and Kenai)

The population of Alaska's state capital, Juneau, exceeds 10,000, but we do not see where its rural access needs are addressed by the Illustrative HNS. In addition to Juneau, three other major communities in Alaska should also be linked to the Illustrative HNS. We make this argument because of community size, economic importance, intermodal links, rural access needs and other factors. For three of these communities overall population clearly exceeds 10,000, but the nominal population within the narrowly-drawn boundaries of the city itself is less than 10,000. Only one of these four communities can be reached by automobile or truck without the use of the State of Alaska's Marine Highway System. Rugged coastal topography has prevented the construction of through highways to each of these three communities. For surface access, each community relies on state-operated ferry vessels that provide a substitute for a direct highway link.

#### Access America (Kenai/Nikiski)

Kenai is the only one of these four communities that can be reached by highway without the use of a state ferry. An arterial highway extends over twenty miles

We also believe a fourth major community, Kodiak, must be served by the proposed system. Kodiak is home of a large U.S. Coast Guard base and is one of the three largest seafood ports in the nation. Over two hundred thousand tons are handled by the port annually, including over 60,000 tons of seafood products. We propose to link Kodiak to the Illustrative HNS from the southwest terminus of the Interstate System at Soldotna on the Kenai Peninsula. This routing would follow the Sterling Highway to the community of Homer, and past Homer to the marine highway terminal on the Homer Spit (84 miles of highway). (Homer is also a significant seafood port, shipping over 10,000 tons in 1987.) The distance our marine highway vessels travel from Homer to Kodiak is 161 miles, followed by three miles of highway linking the marine highway terminal in Kodiak with the community center.

### Summary

The above proposals would increase rural land miles in Alaska by less than twelve percent. At the same time it would dramatically increase the reach of the Illustrative HNS, both in terms of major communities and geographic expanse. It would provide connectivity between Alaska and other states through the port of Bellingham in Washington state. Four major ports are provided with highway access from the Illustrative HNS. Finally, it would provide the State of Alaska with a system that fully meets, as we understand them, the criteria being used by FHWA for system designation. Attached are two maps which illustrate this proposal. We have used broad bars to delineate between routes already on the map you provided to us and those additional routes that we believe must be part of the Illustrative HNS. The first map depicts no more than one-third of Alaska's land mass and the second provides detail for the Kenai Peninsula, where two of these routes are located. We have also highlighted the road to Seward since this route was not included on your map. It appeared to be included in your mileage total, and is one of two STRAHNET routes serving a major port in Alaska.

### General Concerns

While advocating the above proposals, we do not agree that they provide the best configuration for the Illustrative HNS in Alaska. As outlined in the Rural Western State Reaction (copy attached), we believe that a more comprehensive system of nationally-significant highways is needed to adequately provide for transportation needs in Western states such as Alaska. We think the AASHTO criteria "provides service to all parts of the nation" should be met in each and every state, despite the challenges posed by the vast geographic expanse of states such as Alaska. In September we provided your office with a proposal that we believe met the AASHTO criteria.

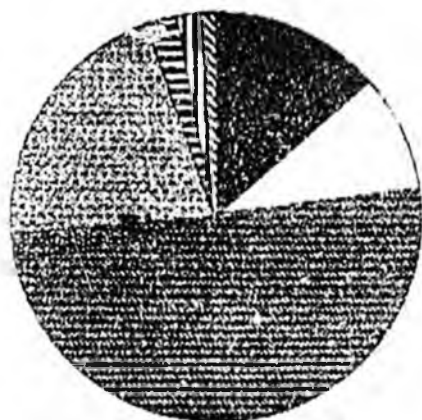
There are two types of highway access needs in Alaska that fall outside the scope of the Illustrative HNS as proposed by FHWA. The first is highway access to communities with a population that exceeds 1,500. Of eleven such communities unserved by the Illustrative HNS, five can be reached through a combination of marine highway service and land routes. The remaining six can be reached year-

# Alaska Federal-Aid Primer

Actual Amounts Apportioned  
Federal Fiscal Years 1989 and 1990

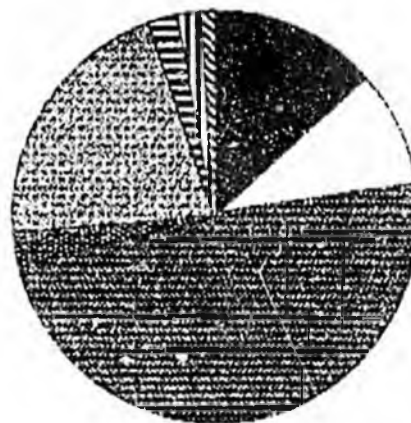
The following information, in millions of dollars, reflect the approximate amounts received as apportionments for each category in the most recent federal fiscal years (FFY 1989 and 1990). The amounts for the FFY90 reflect sequestrations in budget authority due to Gramm-Rudman-Hollings legislation. No amounts were sequestered for FFY89, but for FFY90 Alaska lost \$2.1 million in apportionments due to sequestration. At the national level, almost \$194 million in budget authority was removed from the federal-aid highway program.

**FFY89**



TOTAL \$153.9

**FFY90**



TOTAL \$151.2

■ Interstate 4R	□ Inters Constr	■ Primary	■ Urban
■ Secondary	■ Bridge	■ Safety	■ Demonstration

STATE OF ALASKA  
THE LEGISLATURE

POUCH V - STATE CAPITAL  
JUNEAU, ALASKA 99811  
907-465-3800

LEGISLATIVE AFFAIRS AGENCY  
LEGISLATIVE REFERENCE LIBRARY

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMFR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

House Transportation 2-7-91  
House Transportation 2-28-91

1. CALL MEETING TO ORDER
2. NOTE THE DATE: Thursday, February 7th, 1991  
NOTE TIME:
3. ROLL CALL OF MEMBERS PRESENT
4. DURING TODAYS MEETING WE WILL TAKE UP:  
HB 85 - Relating to equipment required on school buses (Rep. Navarre)  
HB 72 - Exempting certain watercraft operators from the transporter license requirements. This bill is being teleconferenced to Valdez.
5. INTRODUCE ANY SPECIAL GUESTS OR V.I.P.s
6. REQUEST ANY PERSONS WISHING TO TESTIFY TO SIGN THE WITNESS REGISTER
7. THE NEXT MEETING OF THE HOUSE TRANSPORTATION COMMITTEE WILL BE:  
Tuesday, February 12th, 1991  
HB 10 - Establishing a Marine Highway Authority.

NOTE: Your tickets and travel itineraries for the trip to Craig, Metlakatla and Ketchikan have been delivered to your offices.

> Did you hug your secretary today.

8. ADJOURN MEETING. NOTE TIME OF ADJOURNMENT.

1. CALL MEETING TO ORDER
2. NOTE THE DATE: Tuesday, February 28th, 1991  
NOTE TIME:
3. ROLL CALL OF MEMBERS PRESENT
4. DURING TODAYS MEETING WE WILL TAKE UP:

HB 72 - Relating to transporter licenses  
We have heard this bill before and  
a committee substitute is before you  
today.

We have two bills that are schedule which will not be heard today.

HB 119 - Appropriating funds for the local service roads and trails program. This is my own bill which I have decided to ~~reschedule~~ hold until ~~when~~ the revenue picture and Governors Capital Budget become clearer.

HJR 19 - Relating to the Highway Transportation Fund.  
This resolution may be further legal consideration as well as more fiscal review. It is rescheduled for next Thursday.

5. INTRODUCE ANY SPECIAL GUESTS OR V.I.P.s
6. REQUEST ANY PERSONS WISHING TO TESTIFY TO SIGN THE WITNESS REGISTER

ANNOUNCEMENTS AT CLOSE OF MEETING

7. THE NEXT MEETING OF THE HOUSE TRANSPORTATION COMMITTEE WILL BE:

Tuesday, March 5th

HB 10 - The Marine Highway Authority

HB 108 Appropriation to the Alaska Marine Highway Authority.

HB 132 Appropriation for handicapped access on certain ferries of the Alaska Marine Highway

5. TAXES - GAS  
LCAS -  
- STARR

STATE OF ALASKA  
OFFICE OF MANAGEMENT & BUDGET  
DIVISION OF BUDGET REVIEW

DATE: 02/22/91  
TIME: 15:18:54  
PROC: REGBYED

Page 1 of GOVERNOR'S FY '92 CAPITAL IMPROVEMENT PROGRAM BUDGET RECOMMENDATIONS, BY ELECTION DISTRICT

ED	COMMUNITY	AGENCY	AGY PRI	DESCRIPTION (Truncated to 85 characters)	AGY GF	AGY OF	AGY TOTAL	GOV GF	GOV OF	GOV TOTAL	DEF MAINT	REF #
		DOT	43/48	Bradfield River Route EIS	60,000.0	0.0	60,000.0	200.0	0.0	200.0		798
	Byder	DOT	/	Byder Ferry Terminal	0.0	22.2	22.2	0.0	22.2	22.2		1,315
	Ketchikan	DOT	/	Ketchikan, Deermount Street Widening	0.0	200.0	200.0	0.0	200.0	200.0		164
	Ketchikan	DOT	/	Ketchikan Airport Apron and Taxiway Improvements	0.0	2,200.0	2,200.0	0.0	2,200.0	2,200.0		174
	Ketchikan	DOT	/	Ketchikan Mooring Realignment	0.0	3,494.0	3,494.0	0.0	3,494.0	3,494.0		866
	Petersburg	DOT	/	Petersburg Mitkof Highway, Scow Bay/Papke's Landing Road Improvements	0.0	3,500.0	3,500.0	0.0	3,500.0	3,500.0		165
	Petersburg	DOT	/	Petersburg Mitkof Highway, Papke's Landing to Crystal Lake Improvements	0.0	1,500.0	1,500.0	0.0	1,500.0	1,500.0		172
	Petersburg	DOT	/	Petersburg Airport Equipment Building Supplemental	0.0	200.0	200.0	0.0	200.0	200.0		176
	Petersburg	DOT	/	Petersburg Seaplane Facility, Phase I	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		177
	Ward Cove	DOT	/	North Tongass Highway, Ward Cove to Whipple Creek	0.0	0.0	0.0	1,100.0	0.0	1,100.0		1,588
	Wrangell	DOT	/	Wrangell, Zimovia Highway, Barger Street to Mill Reconstruction/PE	0.0	400.0	400.0	0.0	400.0	400.0		169
					60,000.0	13,516.2	73,516.2	1,300.0	13,516.2	14,816.2		Sun
2	Haines	DOT	/	Haines Highway, Ferry Terminal to MP 24	0.0	400.0	400.0	0.0	400.0	400.0		153
2	Haines	DOT	/	Haines Highway, MP 24 to Border Roadway	0.0	2,700.0	2,700.0	0.0	2,700.0	2,700.0		154
2	Haines	DOT	/	Haines Basin	0.0	44.3	44.3	0.0	44.3	44.3		1,314
2	Hoonah	DOT	/	Hoonah Arterial, Stage I	0.0	300.0	300.0	0.0	300.0	300.0		170
2	Kake	DOT	/	Kake, Gunnak Creek to Boat Harbor Paving	0.0	660.0	660.0	0.0	660.0	660.0		163
2	Kake	DOT	/	Kake Mooring Improvements	0.0	88.7	88.7	0.0	88.7	88.7		864
2	Klawock	DOT	/	Klawock Airport Land Acquisition	0.0	250.0	250.0	0.0	250.0	250.0		175
2	Skagway	DOT	/	Skagway Klondike Highway, Millian Moore Creek Bridge Redecking	0.0	700.0	700.0	0.0	700.0	700.0		166
2	Yakutat	DOT	/	Yakutat Airport Onstruction Removal	0.0	610.0	610.0	0.0	610.0	610.0		181
					0.0	5,753.0	5,753.0	0.0	5,753.0	5,753.0		Sun
3	Hoonah	DOT	/	Hoonah Mooring Improvements	0.0	518.8	518.8	0.0	518.8	518.8		1,311
3	Sitka	DOT	/	Sitka, Halibut Point Road/Sawmill Road Capacity Improvements	0.0	2,500.0	2,500.0	0.0	2,500.0	2,500.0		167
3	Sitka	DOT	/	Sitka Uplands Improvements	0.0	421.3	421.3	0.0	421.3	421.3		859
					0.0	3,440.1	3,440.1	0.0	3,440.1	3,440.1		Sun
4	Juneau	DOT	/	Juneau Douglas Highway, Cordova to Bridge, Phase II	0.0	1,150.0	1,150.0	0.0	1,150.0	1,150.0		155
4	Juneau	DOT	/	Juneau, Egan Expressway Safety Improvements	0.0	1,500.0	1,500.0	0.0	1,500.0	1,500.0		156
4	Juneau	DOT	/	Juneau, Egan Expressway Capacity Improvements	0.0	300.0	300.0	0.0	300.0	300.0		157
4	Juneau	DOT	/	Juneau Glacier Highway, Highland Drive/Egan Expressway Improvements	0.0	560.5	560.5	0.0	560.5	560.5		158

ED	COMMUNITY	AGENCY	AGY PRI	DESCRIPTION (Truncated to 85 characters)	AGY GF	AGY OF	AGY TOTAL	GOV GF	GOV OF	GOV TOTAL	DEF MAINT	REF #
4	Juneau	DOT	/	Juneau Glacier Highway, Salmon Creek to Vanderbilt Improvements	0.0	1,850.0	1,850.0	0.0	1,850.0	1,850.0		159
4	Juneau	DOT	/	Juneau Glacier Highway, Fred Meyer to McNugget Improvements	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		160
4	Juneau	DOT	/	Juneau, North Douglas Highway Pavement Overlay	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		161
4	Juneau	DOT	/	Juneau, Thane Road Reconstruction	0.0	500.0	500.0	0.0	500.0	500.0		162
4	Juneau	DOT	/	Juneau, Lenon Road Overlay/Switzer Creek Intersection to Vanderbilt	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		171
4	Juneau	DOT	/	Juneau Glacier Highway, Indian Point to Point Louisa Improvements	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		173
4	Juneau	DOT	10/48	Juneau Community Building Handicapped Restroom Modifications	90.0	0.0	90.0	90.0	0.0	90.0		202
4	Juneau	DOT	11/48	Juneau, Alaska State Museum Handicapped Restroom Modifications	50.0	0.0	50.0	50.0	0.0	50.0		204
4	Juneau	DOT	12/48	Juneau, State/Alaska Office Buildings & Dimond Courthouse Drinking Fountains	50.0	0.0	50.0	50.0	0.0	50.0		205
4	Juneau	DOT	13/48	Juneau, Governor's Mansion Handicap Access Improvements	25.0	0.0	25.0	25.0	0.0	25.0		206
					215.0	10,860.5	11,075.5	215.0	10,860.5	11,075.5		Sun
5		DOT	/	Sterling Highway MP 157-174, Reconstruct MP 157-170	0.0	665.1	665.1	0.0	665.1	665.1		97
5	Homer	DOT	/	Homer Airport Improvements, Resurface Runway, Taxiways & Groove	0.0	3,093.8	3,093.8	0.0	3,093.8	3,093.8		112
5	Homer	DOT	/	Homer Airport Joint Use Terminal	0.0	350.0	350.0	0.0	350.0	350.0		131
5	Homer	DOT	33/48	Homer Airport North Apron Utilities, EDA Grant Match	400.0	0.0	400.0	400.0	0.0	400.0		76
5	Kenai	DOT	/	Kenai Spur/Main Street Signalization	0.0	90.0	90.0	0.0	90.0	90.0		39
					400.0	4,198.9	4,598.9	400.0	4,198.9	4,598.9		Sun
6		DOT	/	Seward Highway Rock Slope Stability	0.0	2,802.6	2,802.6	0.0	2,802.6	2,802.6		92
6		DOT	/	Seward Highway, MP 50-65.5 Reconstruction	0.0	934.2	934.2	0.0	934.2	934.2		96
6		DOT	20/48	Copper River Highway Construction Preliminary Engineering	1,000.0	0.0	1,000.0	1,000.0	0.0	1,000.0		1,280
6	Chenega Bay	DOT	/	Chenega Bay Airport Development	0.0	2,578.1	2,578.1	0.0	2,578.1	2,578.1		115
6	Cordova	DOT	/	Copper River Highway, MP 0-6.5 Rehabilitation	0.0	750.0	750.0	0.0	750.0	750.0		24
6	Cordova	DOT	/	Cordova Ferry Terminal Bridge Replacement	0.0	1,390.5	1,390.5	0.0	1,390.5	1,390.5		861
6	Cordova	DOT	/	Cordova Staging Area	0.0	425.7	425.7	0.0	425.7	425.7		862
6	Seward	DOT	21/48	Seward Exit Glacier Road Right-of-Way Acquisition	500.0	0.0	500.0	500.0	0.0	500.0		785
6	Valdez	DOT	/	Valdez Airport Road Intersection Upgrade	0.0	175.0	175.0	0.0	175.0	175.0		40
					1,500.0	9,056.1	10,556.1	1,500.0	9,056.1	10,556.1		Sun
7		DOT	/	Central Region Pavement Rehabilitation	0.0	14,013.0	14,013.0	0.0	14,013.0	14,013.0		1,446
7	Anchorage	DOT	/	Anchorage International Airport, Roadways Reconstruction	0.0	7,503.0	7,503.0	0.0	7,503.0	7,503.0		88
7	Anchorage	DOT	/	Anchorage Old Seward Highway, Reconstruct Huffman Road to Dimond Blvd	0.0	1,951.0	1,951.0	0.0	1,951.0	1,951.0		93
7	Anchorage	DOT	/	Central Region Truck Weight Monitoring	0.0	373.7	373.7	0.0	373.7	373.7		102
7	Anchorage	DOT	/	Anchorage Ridesharing	0.0	270.0	270.0	0.0	270.0	270.0		104
7	Anchorage	DOT	/	Anchorage Old Seward Highway, Reconstruct Dimond Boulevard-Diamond Road	0.0	221.7	221.7	0.0	221.7	221.7		106
7	Anchorage	DOT	/	Glenn Highway, South Eagle River Access Interchange	0.0	88.7	88.7	0.0	88.7	88.7		109

ED	COMMUNITY	AGENCY	AGY PRI	DESCRIPTION (Truncated to 85 characters)	AGY GF	AGY OF	AGY TOTAL	GOV GF	GOV OF	GOV TOTAL	DEF MAINT	REF #
7	Anchorage	DOT	/	Anchorage International Airport, North Terminal Modifications Design	0.0	350.0	350.0	0.0	350.0	350.0		136
7	Anchorage	DOT	/	Anchorage International Airport, Taxiway/Link Construction & Overlay	0.0	2,790.0	2,790.0	0.0	2,790.0	2,790.0		137
7	Anchorage	DOT	/	Anchorage International Airport, Access Control System Upgrade	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		138
7	Anchorage	DOT	/	Anchorage International Airport, Environmental Assessment & Cleanup	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		139
	Anchorage	DOT	/	Anchorage International Airport, Taxiway "7" Extension	0.0	1,475.0	1,475.0	0.0	1,475.0	1,475.0		141
	Anchorage	DOT	/	Anchorage International Airport, Ramp Area Reconstruction Phase IV	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		142
	Anchorage	DOT	/	Anchorage International Airport, Annual Improvements	0.0	650.0	650.0	0.0	650.0	650.0		143
	Anchorage	DOT	/	Anchorage International Airport, Maintenance Equipment	0.0	605.0	605.0	0.0	605.0	605.0		144
7	Anchorage	DOT	/	Anchorage International Airport, Remote Ramp Shuttle Busses	0.0	500.0	500.0	0.0	500.0	500.0		145
7	Anchorage	DOT	/	Anchorage International Airport, Maintenance Facility Roof Upgrade	0.0	385.0	385.0	0.0	385.0	385.0		146
7	Anchorage	DOT	/	Anchorage International Airport, Satellite Drive Design	0.0	200.0	200.0	0.0	200.0	200.0		147
7	Anchorage	DOT	/	Anchorage Port Access Bridge Rehabilitation	0.0	1,040.0	1,040.0	0.0	1,040.0	1,040.0		1,438
7	Anchorage	DOT	/	Seward Highway, Bird Point - Girdwood Reconstruction	0.0	3,115.6	3,115.6	0.0	3,115.6	3,115.6		1,443
7	Anchorage	UA	/	Library Books and Periodical Acquisition	0.0	0.0	0.0	500.0	0.0	500.0		1,589
					0.0	40,531.7	40,531.7	500.0	40,531.7	41,031.7		Sun
16		DOT	/	Glenn Highway, Eklutna to Parks Highway Paving, Bridges and Interchanges	0.0	25,223.4	25,223.4	0.0	25,223.4	25,223.4		87
16		DOT	/	Glenn Highway, MP 115-118 Reconstruction	0.0	5,605.2	5,605.2	0.0	5,605.2	5,605.2		89
16		DOT	/	Glenn Highway, Eklutna to Parks Highway Interchange	0.0	4,857.8	4,857.8	0.0	4,857.8	4,857.8		91
16		DOT	/	Glenn Highway Erosion Control	0.0	1,136.8	1,136.8	0.0	1,136.8	1,136.8		95
16		DOT	/	Matanuska-Susitna Intersection Improvements	0.0	1,074.3	1,074.3	0.0	1,074.3	1,074.3		98
16		DOT	/	Parks Highway Rehabilitation, Chulitna Bridge Redeck	0.0	2,802.6	2,802.6	0.0	2,802.6	2,802.6		99
16		DOT	/	Glenn Highway, MP 109-118 Reconstruction	0.0	794.1	794.1	0.0	794.1	794.1		105
16		DOT	/	Bridge Replacement, Clark-Wolverine Road/Wolverine Creek	0.0	200.0	200.0	0.0	200.0	200.0		107
16		DOT	/	Central Region Bridge Replacement, Schrock Road	0.0	1,040.0	1,040.0	0.0	1,040.0	1,040.0		1,439
					0.0	42,734.2	42,734.2	0.0	42,734.2	42,734.2		Sun
17		DOT	/	Alaska Highway, MP 1386 North Preliminary Engineering	0.0	1,500.0	1,500.0	0.0	1,500.0	1,500.0		1,441
17		DOT	/	Richardson Highway, MP 106-115 Rehabilitation	0.0	3,000.0	3,000.0	0.0	3,000.0	3,000.0		1,442
17		DOT	/	Alaska Highway, MP 1830 North	0.0	0.0	0.0	0.0	1,675.0	1,675.0		1,585
17		DOT	/	Alaska Highway, MP 1222 North Overlay	0.0	0.0	0.0	3,100.0	0.0	3,100.0		1,587
17		DOT	/	Taylor Highway (ROW)	0.0	0.0	0.0	0.0	152.0	152.0		1,590
17	Anderson	DOT	/	Anderson Road Rehabilitation	0.0	1,100.0	1,100.0	0.0	1,100.0	1,100.0		1,440
17	Chitina	DOT	/	Chitina Airport Improvements	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		46
17	Clear	DOT	/	Clear Airport Improvements	0.0	800.0	800.0	0.0	800.0	800.0		47
17	Delta Area	DOT	/	Richardson Highway, MP 2E Erosion Control	0.0	520.0	520.0	0.0	520.0	520.0		36
17	Gulkana	DOT	/	Gulkana Airport Improvements	0.0	1,850.0	1,850.0	0.0	1,850.0	1,850.0		53
17	McCarthy	DOT	/	McCarthy Runway Resurfacing, Lights	0.0	1,780.0	1,780.0	0.0	1,780.0	1,780.0		56

ED	COMMUNITY	AGENCY	AGY PRI	DESCRIPTION (Truncated to 85 characters)	AGY GF	AGY OF	AGY TOTAL	GOV GF	GOV OF	GOV TOTAL	DEF MAINT	REF #
17	Northway Area	DOT	/	Alaska Highway, MP 1268 Slide	0.0	1,380.0	1,380.0	0.0	1,380.0	1,380.0		22
17	Tok	DOT	/	Tok Cutoff, MP 30 East Preliminary Engineering	0.0	700.0	700.0	0.0	700.0	700.0		178
17	Tok	DOT	/	Tok Cut-Off, MP 52-65	0.0	0.0	0.0	0.0	15,000.0	15,000.0		1,584
					0.0	13,630.0	13,630.0	3,100.0	30,457.0	33,557.0		Sun
18	North Pole	DOT	/	Badger Road Reconstruction	0.0	650.0	650.0	0.0	650.0	650.0		23
					0.0	650.0	650.0	0.0	650.0	650.0		Sun
19		DOT	/	Steese Highway Overlay MP 10 North	0.0	875.0	875.0	0.0	875.0	875.0		2,567
19	Central	DOT	/	Steese Highway, MP 81-126 Rehabilitation	0.0	4,200.0	4,200.0	0.0	4,200.0	4,200.0		37
19	Central	DOT	/	Steese Highway, Crooked Creek Erosion	0.0	550.0	550.0	0.0	550.0	550.0		38
19	Fox	DOT	/	Elliott Highway, MP 7-28 Rehabilitation	0.0	900.0	900.0	0.0	900.0	900.0		27
					0.0	6,525.0	6,525.0	0.0	6,525.0	6,525.0		Sun
20	Fairbanks	DOT	/	Airport Way, Peger Intersection Upgrade	0.0	850.0	850.0	0.0	850.0	850.0		21
20	Fairbanks	DOT	/	FMATS Traffic System Improvements	0.0	235.0	235.0	0.0	235.0	235.0		29
20	Fairbanks	DOT	/	Johansen Expressway, Farmers Loop Connector	0.0	1,370.0	1,370.0	0.0	1,370.0	1,370.0		30
20	Fairbanks	DOT	/	Parks Highway Four Lane Widening	0.0	11,000.0	11,000.0	0.0	11,000.0	11,000.0		33
20	Fairbanks	DOT	/	Parks Highway, Chena Ridge Interchange	0.0	3,100.0	3,100.0	0.0	3,100.0	3,100.0		34
20	Fairbanks	DOT	/	Richardson Highway Interchange Construction	0.0	950.0	950.0	0.0	950.0	950.0		35
20	Fairbanks	DOT	/	Fairbanks International Airport, Access Control System, Phase II	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		148
20	Fairbanks	DOT	/	Fairbanks International Airport, NW Apron and Taxiway, Phase II	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		149
20	Fairbanks	DOT	/	Fairbanks International Airport, Maintenance Equipment	0.0	400.0	400.0	0.0	400.0	400.0		150
20	Fairbanks	DOT	/	Fairbanks International Airport, Annual Improvements	0.0	300.0	300.0	0.0	300.0	300.0		151
20	Fairbanks	DOT	/	Fairbanks International Airport, DEC Approved Fire Training Area, Phase II	0.0	250.0	250.0	0.0	250.0	250.0		152
					0.0	22,455.0	22,455.0	0.0	22,455.0	22,455.0		Sun
22	Barrow	DOT	/	Barrow ARFF Building	0.0	1,400.0	1,400.0	0.0	1,400.0	1,400.0		43
22	Deering	DOT	/	Deering Right-of-Way	0.0	120.0	120.0	0.0	120.0	120.0		49
22	Deering	DOT	/	Deering Snow Removal Equipment and Building	0.0	250.0	250.0	0.0	250.0	250.0		50
22	Point Hope	DOT	/	Point Hope Airport Lighting	0.0	375.0	375.0	0.0	375.0	375.0		58
					0.0	2,145.0	2,145.0	0.0	2,145.0	2,145.0		Sun
23	Dionede	DOT	/	Dionede Vertiport	0.0	1,400.0	1,400.0	0.0	1,400.0	1,400.0		51
23	Kotlik	DOT	/	Kotlik Airport Master Plan	0.0	187.5	187.5	0.0	187.5	187.5		134

ED	COMMUNITY	AGENCY	AGY PRI	DESCRIPTION (Truncated to 85 characters)	AGY GF	AGY OF	AGY TOTAL	GOV GF	GOV OF	GOV TOTAL	DEF MAINT	REF #
23	None	DOT	/	None-Taylor Highway, MP 0 North Construction	0.0	600.0	600.0	0.0	600.0	600.0		31
23	Scannon Bay	DOT	/	Scannon Bay Airport Runway and Apron Improvements	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		123
23	Scannon Bay	DOT	25/48	Scannon Bay Dock Relocation	80.0	0.0	80.0	80.0	0.0	80.0		83
23	Shaktoolik	DOT	/	Shaktoolik Runway Extension	0.0	2,000.0	2,000.0	0.0	2,000.0	2,000.0		61
23	Shishnaref	DOT	/	Shishnaref Snow Removal Equipment and Building	0.0	250.0	250.0	0.0	250.0	250.0		62
23	Wales	DOT	/	Wales Airport Improvements	0.0	1,100.0	1,100.0	0.0	1,100.0	1,100.0		63
23	White Mountain	DOT	/	White Mountain Airport Improvements	0.0	2,300.0	2,300.0	0.0	2,300.0	2,300.0		64
					80.0	8,837.5	8,917.5	80.0	8,837.5	8,917.5		Sun
24		DOT	/	Dalton Highway, 9 Mile Hill North Rehabilitation	0.0	3,200.0	3,200.0	0.0	3,200.0	3,200.0		25
24		DOT	/	Dalton Highway, Yukon Bridge Redeck	0.0	600.0	600.0	0.0	600.0	600.0		26
24		DOT	/	Dalton Highway Bridge Repairs	0.0	7,850.0	7,850.0	0.0	7,850.0	7,850.0		1,444
24		DOT	/	Glenn Highway, MP 118 North	0.0	8,500.0	8,500.0	0.0	8,500.0	8,500.0		1,445
24	Allakaket	DOT	/	Allakaket Airport Improvements	0.0	1,750.0	1,750.0	0.0	1,750.0	1,750.0		42
24	Beaver	DOT	/	Beaver Snow Removal Equipment and Building	0.0	250.0	250.0	0.0	250.0	250.0		44
24	Chalkyitsik	DOT	/	Chalkyitsik Snow Removal Equipment and Building	0.0	250.0	250.0	0.0	250.0	250.0		45
24	Coldfoot	DOT	/	Coldfoot Airport Improvements	0.0	1,050.0	1,050.0	0.0	1,050.0	1,050.0		48
24	Fort Yukon	DOT	/	Fort Yukon Airport Resurfacing	0.0	750.0	750.0	0.0	750.0	750.0		52
24	Kaltag	DOT	/	Kaltag Runway Extension	0.0	190.0	190.0	0.0	190.0	190.0		54
24	Kasigluk	DOT	/	Kasigluk Airport Improvements	0.0	2,156.3	2,156.3	0.0	2,156.3	2,156.3		117
24	Lake Minchunina	DOT	/	Lake Minchunina Snow Removal Equipment and Building	0.0	250.0	250.0	0.0	250.0	250.0		55
24	McGrath	DOT	/	McGrath Airport Runway Reconstruction	0.0	6,281.3	6,281.3	0.0	6,281.3	6,281.3		110
24	McGrath	DOT	/	McGrath ARFF Vehicle and Building	0.0	562.5	562.5	0.0	562.5	562.5		127
24	Minto	DOT	/	Elliott Highway, MP 86 North	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		28
24	Ranpart	DOT	/	Ranpart Snow Removal Equipment	0.0	200.0	200.0	0.0	200.0	200.0		59
24	Ruby	DOT	/	Ruby Airport Improvements	0.0	650.0	650.0	0.0	650.0	650.0		60
24	Saint Marys	DOT	/	Saint Marys Airport Improvements	0.0	600.0	600.0	0.0	600.0	600.0		126
					0.0	36,090.1	36,090.1	0.0	36,090.1	36,090.1		Sun
25	Bethel	DOT	/	Bethel ARFF Vehicle, Building and Fencing	0.0	1,593.8	1,593.8	0.0	1,593.8	1,593.8		121
25	Eek	DOT	/	Eek Airport Land Acquisition	0.0	187.5	187.5	0.0	187.5	187.5		132
25	Kasigluk	DOT	/	Kasigluk Airport Land Acquisition	0.0	187.5	187.5	0.0	187.5	187.5		133
25	Napaskiak	DOT	/	Napaskiak Airport Reconstruction	0.0	462.0	462.0	0.0	462.0	462.0		128
25	Newtok	DOT	/	Newtok Airport Reconstruction	0.0	1,000.0	1,000.0	0.0	1,000.0	1,000.0		2,034
					0.0	3,430.8	3,430.8	0.0	3,430.8	3,430.8		Sun
26		DOT	/	Airport Fencing, St. Paul/Unalaska/Cold Bay/Port Heiden	0.0	1,350.0	1,350.0	0.0	1,350.0	1,350.0		130

ED	COMMUNITY	AGENCY	AGY FRI	DESCRIPTION (Truncated to 85 characters)	AGY GF	AGY OF	AGY TOTAL	GOV GF	GOV OF	GOV TOTAL	DEF MAINT	REF #
26	Dillingham	DOT	/	Dillingham Airport Improvements and Apron Expansion	0.0	438.5	438.5	0.0	438.5	438.5		129
26	Dillingham	DOT	8/48	Dillingham Airport Sewer	350.0	0.0	350.0	350.0	0.0	350.0		883
26	Egegik	DOT	/	Egegik Airport Reconstruction and Relocation	0.0	1,875.0	1,875.0	0.0	1,875.0	1,875.0		118
26	King Cove	DOT	29/48	King Cove Harbor Dock Construction	250.0	0.0	250.0	250.0	0.0	250.0		68
26	Naknek	DOT	/	Naknek Airport Reconstruction and Relocation	0.0	3,281.3	3,281.3	0.0	3,281.3	3,281.3		111
26	Port Alsworth	DOT	/	Port Alsworth Airport Acquisition	0.0	1,171.9	1,171.9	0.0	1,171.9	1,171.9		122
26	Port Heiden	DOT	/	Port Heiden ARFF Vehicle and Building	0.0	650.0	650.0	0.0	650.0	650.0		114
26	Sand Point	DOT	/	Sand Point Airport Improvements, Phase II & III	0.0	6,310.0	6,310.0	0.0	6,310.0	6,310.0		113
26	Unalaska	DOT	/	Unalaska Airport Storm Protection	0.0	1,875.0	1,875.0	0.0	1,875.0	1,875.0		119
					600.0	16,951.7	17,551.7	600.0	16,951.7	17,551.7		Sun
27	Chignik	DOT	/	Chignik Airport Improvements	0.0	1,007.8	1,007.8	0.0	1,007.8	1,007.8		1,437
27	Chignik Lagoon	DOT	/	Chignik Lagoon Airport, Reconstruction/Relocation/Land	0.0	2,343.8	2,343.8	0.0	2,343.8	2,343.8		116
27	Kodiak	DOT	/	Kodiak Rezanoff Intersections Improvements	0.0	266.0	266.0	0.0	266.0	266.0		103
27	Larsen Bay	DOT	/	Larsen Bay Airport Improvements	0.0	937.5	937.5	0.0	937.5	937.5		125
					0.0	4,555.1	4,555.1	0.0	4,555.1	4,555.1		Sun
99		DCED	3/11	Economic Development Matching Grants Program	1,200.0	0.0	1,200.0	800.0	0.0	800.0		461
99		DCRA	5/13	Weatherization/Energy Conservation/Retrofit Project	1,000.0	2,500.0	3,500.0	2,000.0	2,500.0	4,500.0		211
99		DCRA	7/13	Economic Diversity and Rural Development Grant Programs	1,000.0	0.0	1,000.0	1,000.0	5,100.0	6,100.0		213
99		DNR	/	Visitor Facility Maintenance and Improvements	0.0	0.0	0.0	200.0	0.0	200.0		1,586
99		DOT	/	Northern Region Safety Program	0.0	1,300.0	1,300.0	0.0	1,300.0	1,300.0		32
99		DOT	/	Northern Region Highways PE, ROW & Utilities	0.0	7,045.0	7,045.0	0.0	7,045.0	7,045.0		41
99		DOT	/	Northern Region Airport Master Plans	0.0	1,400.0	1,400.0	0.0	1,400.0	1,400.0		57
99		DOT	/	Northern Region Aviation PE, ROW & Utilities	0.0	1,910.0	1,910.0	0.0	1,910.0	1,910.0		65
99		DOT	/	Central Region Highways Preliminary Engineering	0.0	6,500.0	6,500.0	0.0	6,500.0	6,500.0		90
99		DOT	/	Central Region Safety Program	0.0	1,350.0	1,350.0	0.0	1,350.0	1,350.0		94
99		DOT	/	Central Region Railroad Crossing Improvements	0.0	450.0	450.0	0.0	450.0	450.0		100
99		DOT	/	Central Region Aviation Preliminary Engineering	0.0	937.5	937.5	0.0	937.5	937.5		124
99		DOT	/	Southeast Region Highway Safety Improvement Program	0.0	400.0	400.0	0.0	400.0	400.0		168
99		DOT	/	Southeast Region Aviation PE, ROW & Utilities	0.0	300.0	300.0	0.0	300.0	300.0		179
99		DOT	/	Southeast Region, Southeast Alaska Airport Layout Plans	0.0	150.0	150.0	0.0	150.0	150.0		180
99		DOT	/	Taku Repower	0.0	1,443.7	1,443.7	0.0	1,443.7	1,443.7		860
99		DOT	/	Fleetwide Solas Upgrade	0.0	177.4	177.4	0.0	177.4	177.4		863
99		DOT	/	Matanuska Galley and Dining Refurbishing	0.0	133.0	133.0	0.0	133.0	133.0		867
99		DOT	/	Shipboard Waste Handling System	0.0	177.4	177.4	0.0	177.4	177.4		868
99		DOT	/	FY92 Statewide Equipment Fleet Refurbishment/Replacement Program	0.0	12,300.0	12,300.0	0.0	12,300.0	12,300.0		898
99		DOT	/	Statewide Airport Leased Land Acquisition	0.0	750.0	750.0	0.0	750.0	750.0		913

ED	COMMUNITY	AGENCY	AGY PRI	DESCRIPTION (Truncated to 85 characters)	AGY GF	AGY OP	AGY TOTAL	GOV GF	GOV OF	GOV TOTAL	DEF MAINT	REF #
99		DOT	/	Statewide Georeferencing Monumentation	0.0	500.0	500.0	0.0	500.0	500.0		915
99		DOT	/	Statewide Alaska Aviation System Plan Update	0.0	500.0	500.0	0.0	500.0	500.0		916
99		DOT	/	Statewide Urban Area Planning	0.0	335.0	335.0	0.0	335.0	335.0		918
99		DOT	/	Statewide National Highway Institute	0.0	200.0	200.0	0.0	200.0	200.0		919
99		DOT	/	Statewide U.S. Geological Survey Flood Analysis	0.0	185.0	185.0	0.0	185.0	185.0		920
99		DOT	/	Malaspina Hotel Refurbishing	0.0	500.0	500.0	0.0	500.0	500.0		1,312
99		DOT	/	Tustumena Repower	0.0	266.0	266.0	0.0	266.0	266.0		1,313
99		DOT	1/3	Statewide Research Program	500.0	550.0	1,050.0	0.0	550.0	550.0		910
99		DOT	1/48	General Fund Match for Federal-Aid Highways	28,400.0	0.0	28,400.0	28,400.0	0.0	28,400.0		896
99		DOT	2/48	General Fund Match for Federal-Aid Aviation	4,540.0	0.0	4,540.0	4,540.0	0.0	4,540.0		902
99		DOT	3/48	Statewide Advanced Project Definition	800.0	0.0	800.0	800.0	0.0	800.0		912
99		DOT	4/48	Statewide Annual Planning Work Program	590.0	550.0	1,140.0	590.0	550.0	1,140.0		909
99		DOT	5/48	Statewide U.S. Geological Survey Digital Mapping Program Match	30.0	0.0	30.0	30.0	0.0	30.0		922
99		DOT	6/48	Statewide Railroad Planning	15.5	36.0	51.5	15.5	36.0	51.5		921
99		DOT	7/48	Statewide Urban Mass Administration Transit Grants	6.0	394.0	400.0	6.0	394.0	400.0		917
99		DOT	9/48	Central Region Barrier Free Program	200.0	0.0	200.0	200.0	0.0	200.0		819
99		DOT	14/48	Alaska Marine Highway System Handicapped Vans	160.0	0.0	160.0	160.0	0.0	160.0		870
99		DOT	15/48	Northern Region Barrier Free Program	500.0	0.0	500.0	500.0	0.0	500.0		13
99		DOT	17/48	Statewide Underground Fuel Tank Replacement	3,500.0	0.0	3,500.0	2,000.0	0.0	2,000.0		905
99		DOT	19/48	Corps of Engineers Program	8,000.0	0.0	8,000.0	5,370.0	0.0	5,370.0		900
99		DOT	23/48	Resource Development Transportation Alternatives, Northwest Alaska	300.0	0.0	300.0	200.0	0.0	200.0		1,122
99		DOT	27/48	Statewide Annual Bridge Inspection and Inventory	420.0	750.0	1,170.0	0.0	750.0	750.0		908
					51,161.5	43,990.0	95,151.5	46,811.5	49,090.0	95,901.5		Sun
					113,956.5	289,350.9	403,307.4	54,506.5	311,277.9	365,784.4		Sun



# House Transportation Committee

DATE: **2/28/91**

PLACE: **19**

SUBJECT OF MEETING:  
**HB 72**      *HR 19*  
**HB 119**

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Steve Petersen	Fish & Game	214 Wildl. Ctr. P.O. Box 3-2000 Juneau AK	99801		465-4190	<input checked="" type="radio"/>	<input type="radio"/>	HB 72
Henry Springer	DOT/PF	Box 2	99801		" 3900	<input checked="" type="radio"/>	<input type="radio"/>	HB 119
Kath Gerken	DOT/PF	Box 2	99801		" 3900	<input checked="" type="radio"/>	<input type="radio"/>	Questions
Wendy Muldo	HTC	Box V	99801		4858	<input checked="" type="radio"/>	<input type="radio"/>	Overview
						<input type="radio"/>	<input type="radio"/>	
						<input type="radio"/>	<input type="radio"/>	
						<input type="radio"/>	<input type="radio"/>	
						<input type="radio"/>	<input type="radio"/>	
						<input type="radio"/>	<input type="radio"/>	
						<input type="radio"/>	<input type="radio"/>	
						<input type="radio"/>	<input type="radio"/>	